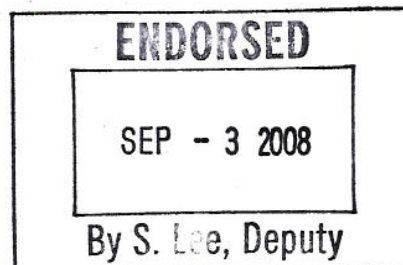


1 EDMUND G. BROWN JR.  
Attorney General of the State of California  
2 CHRISTOPHER E. KRUEGER  
Senior Assistant Attorney General  
3 JONATHAN K. RENNER,  
Supervising Deputy Attorney General  
4 JENNIFER K. ROCKWELL, SBN 179385  
Deputy Attorney General  
5 1300 I Street, Post Office Box 944255  
Sacramento, CA 94244-2550  
6 Telephone: (916) 445-6998  
Facsimile: (916) 324-8835  
7



8 Attorneys for: Respondent Debra Bowen,  
Secretary of State, and Real Parties in Interest  
9 Edmund G. Brown, Jr. Attorney General, and  
Geoff Brandt, State Printer  
10

11 IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA  
12 IN AND FOR THE COUNTY OF SACRAMENTO

13 HOWARD JARVIS TAXPAYERS ASSN.;  
and KRIS VOSBURGH,  
14

Petitioners,  
15

v.  
16

17 DEBRA BOWEN, SECRETARY OF STATE OF THE  
STATE OF CALIFORNIA,  
18

Respondent.  
19

20 EDMUND G. BROWN JR. ATTORNEY GENERAL,  
21 STATE OF CALIFORNIA, AND GEOFF BRANDT,  
22 STATE PRINTER, CALIFORNIA STATE  
LEGISLATURE;  
23

Real Parties in Interest.  
24

Case No. 34-2008-80000048-CU-  
WM-GDS

JUDGMENT GRANTING  
PETITION FOR WRIT OF  
MANDATE

(Proposition 1A)

DATE: September 3, 2008

TIME: 3:30 p.m.

DEPT: 31

JUDGE: Honorable Michael <sup>Kenny</sup>~~Kenny~~

25 This cause came for hearing before this court on September 3, 2008, the Honorable  
26 Michael <sup>Kenny</sup>~~Kenny~~ presiding, pursuant to the petition filed by petitioners Howard Jarvis Taxpayers  
27 Association and Kris Vosburgh.  
28

///

1 Timothy Bittle appeared as counsel for petitioners, Jennifer Rockwell, Deputy Attorney  
2 General, appeared on behalf of Respondent Debra Bowen and Real Parties in Interest Edmund G.  
3 Brown Jr. and Geoff Brandt, and Robert Pratt appeared as counsel for Real Parties in Interest the  
4 California State Legislature .

5 IT IS ORDERED, ADJUDGED AND DECREED:

6 1. That the ballot pamphlet materials pertaining to Proposition 1A shall be modified  
7 as shown on the attached Exhibit "1," which is hereby incorporated by this reference as though  
8 fully set forth in full.

9 2. That Respondent Secretary of State Debra Bowen is directed to forward the ballot  
10 materials, and their translations, to the extent possible, for Proposition 1A to Real Party in  
11 Interest Geoff Brandt and county elections officials, for inclusion on the November 4, 2008,  
12 General Election Ballot Pamphlet and ballot; notwithstanding the twenty day review period  
13 provided for in Elections Code sections 9092 and 9054, subdivision (c), and the consultation  
14 requirements provided for in Elections Code section 9054, subdivision (b).

15 3. That each party is to bear their own costs and attorney fees.


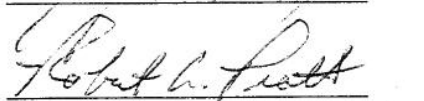
16 4. That except as specifically provided in this Judgment and Exhibit "1" hereto, all  
17 other requested relief is DENIED.

18 DATED: 9/3/08

MICHAEL KENNY

JUDGE OF THE SUPERIOR COURT

19  
20  
21 APPROVED AS TO FORM:

22   
23   
24  
25  
26  
27  
28

# EXHIBIT 1

Proposition 1A  
Safe, Reliable High-Speed Passenger Train  
Bond Act.  
Assembly Bill No. 3034 CHAPTER 267  
Sponsor: Galgiani.

August 27, 2008  
FINAL

### BALLOT LABEL

#### SAFE, RELIABLE HIGH-SPEED PASSENGER TRAIN BOND ACT.

*private and public*

To provide Californians a safe, convenient, affordable, and reliable alternative to driving and high gas prices; to provide good-paying jobs and improve California's economy while reducing air pollution, global warming greenhouse gases, and our dependence on foreign oil, shall \$9.95 billion in bonds be issued to establish a clean, efficient high-speed train service linking Southern California, the Sacramento/San Joaquin Valley, and the San Francisco Bay Area, with at least 90 percent of bond funds spent for specific projects, with ~~federal and private~~ matching funds required, and all bond funds subject to independent audits? Fiscal Impact: State costs of \$19.4 billion, assuming 30 years to pay both principal and interest costs of the bonds. Payments would average about \$647 million per year. When constructed, unknown operation and maintenance costs, probably over \$1 billion annually; at least partially, and potentially fully, offset by passenger fares.

*including, but not limited to, federal funds,  
funds from revenue bonds, and local funds,*

**Proposition 1A**  
Safe, Reliable High-Speed Passenger Train  
Bond Act.  
Assembly Bill No. 3034 CHAPTER 267  
Sponsor: Galgiani.

August 27, 2008  
FINAL

## BALLOT TITLE AND SUMMARY

### SAFE, RELIABLE HIGH-SPEED PASSENGER TRAIN BOND ACT.

- Provides long-distance commuters with a safe, convenient, affordable, and reliable alternative to driving and high gas prices.
- Reduces traffic congestion on the state's highways and at the state's airports.
- Reduces California's dependence on foreign oil.
- Reduces air pollution and global warming greenhouse gases.
- Establishes a clean, efficient 220 MPH transportation system.
- Improves existing passenger rail lines serving the state's major population centers.
- Provides for California's growing population.
- Provides for a bond issue of \$9.95 billion to establish high-speed train service linking Southern California counties, the Sacramento/San Joaquin Valley, and the San Francisco Bay Area.
- Provides that at least 90% of these bond funds shall be spent for specific construction projects, with federal and private sector matching funds required.
- Requires that use of all bond funds is subject to independent audits.
- Appropriates money from the General Fund to pay bond principal and interest.

#### Summary of Legislative Analyst's Estimate of Net State and Local Government Fiscal Impact:

- State costs of about \$ 19.4 billion, assuming 30 years to pay off both principal (\$9.95 billion) and interest (\$9.5 billion) costs of the bonds. Payments of about \$647 million per year.
- When constructed, additional unknown costs, probably in excess of \$1 billion a year, to operate and maintain a high-speed train system. The costs would be at least partially, and potentially fully, offset by passenger fare revenues, depending on ridership.

*private and public matching funds required,  
including, but not limited to, federal  
funds, funds from revenue bonds, and local funds.*

**SUBJECT TO COURT  
ORDERED CHANGES**